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that would otherwise occur to a TSS, should be submitted to the District Commander of the Coast Guard District in which the TSS is located.

Subpart B—Description of Traffic Separation Schemes and Precautionary Areas

ATLANTIC EAST COAST

SOURCE: CGD 84-004, 52 FR 33589, Sept. 4, 1987, unless otherwise noted.

§ 167.150 Off New York Traffic Separation Scheme: General.

The specific areas in the Off New York Traffic Separation Scheme and Precautionary Areas are described in §§ 167.151, 167.152, 167.153, 167.154, and 167.155 of this chapter.

[CGD 84-004, 52 FR 33589, Sept. 4, 1987]

§ 167.151 Off New York: Precautionary areas.

(a) A circular precautionary area with a radius of seven miles is established centered upon Ambrose Light in geographical position 40°27.50'N, 73°49.90' W.

(b) A precautionary area is established between the traffic separation scheme "Eastern Approach, off Nantucket" and the traffic separation scheme "In the Approach to Boston, Massachusetts." (1) The precautionary area is bounded to the east by a circle of radius 15.5 miles, centered upon geographical position 40°35.00'N, 69°00.00' W, and is intersected by the traffic separation schemes "In the Approach to Boston, Massachusetts" and "Off New York" at the following geographic positions:

Latitude	Longitude
40°50.33' N	68°57.00' W
40°23.75' N	69°14.63' W

(2) The precautionary area is bounded to the west by a line connecting the two traffic separation schemes between the following geographical positions:

Latitude	Longitude
40°36.75' N	68°15.16' W
40°48.00' N	69°03.33' W

[CGD 84-004, 52 FR 33589, Sept. 4, 1987]

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§ 167.152 Off New York: Eastern approach, off Nantucket.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
40°28.75' N	69°14.83' W
40°27.62' N	70°13.77' W
40°30.62' N	70°14.00' W
40°31.75' N	69°14.97' W

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°36.75' N	69°15.17' W
40°35.62' N	70°14.15' W

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°22.62' N	70°13.60' W
40°23.75' N	69°14.63' W

[CGD 84-004, 52 FR 33589, Sept. 4, 1987]

§ 167.153 Off New York: Eastern approach, off Ambrose Light.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
40°24.33' N	73°04.97' W
40°24.20' N	73°11.50' W
40°26.00' N	73°40.93' W
40°27.00' N	73°40.75' W
40°27.20' N	73°11.50' W
40°27.33' N	73°04.95' W

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°32.33' N	73°04.95' W
40°32.20' N	73°11.50' W
40°28.00' N	73°40.73' W

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

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Latitude	Longitude
40°25.05' N	73°41.32' W
40°19.20' N	73°11.50' W
40°19.33' N	73°04.97' W

[CGD 84-004, 52 FR 33589, Sept. 4, 1987]

§ 167.154 Off New York: South-eastern approach.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
40°03.10' N	73°17.93' W
40°06.50' N	73°22.73' W
40°22.45' N	73°43.55' W
40°23.20' N	73°42.70' W
40°08.72' N	73°20.10' W
40°05.32' N	73°15.28' W

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°08.98' N	73°10.87' W
40°12.42' N	73°15.67' W
40°24.02' N	73°41.97' W

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°21.82' N	73°44.55' W
40°02.80' N	73°27.15' W
39°59.43' N	73°22.35' W

[CGD 84-004, 52 FR 33589, Sept. 4, 1987, as amended by CGD 97-023, 62 FR 33365, June 19, 1997]

§ 167.155 Off New York: Southern approach.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
39°45.70' N	73°48.00' W
40°20.63' N	73°48.33' W
40°20.87' N	73°47.07' W
39°45.70' N	73°44.00' W

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
39°45.70' N	73°37.70' W
40°21.25' N	73°45.85' W

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°20.53' N	73°49.65' W
39°45.70' N	73°54.40' W

NOTE: Use of LORAN C enables masters of appropriately equipped vessels to be informed highly accurately and continuously about the vessel's position in the area covered by this scheme.

[CGD 84-004, 52 FR 33589, Sept. 4, 1987]

§ 167.200 In the approaches to Chesapeake Bay Traffic Separation Scheme: General.

(a) The traffic separation scheme in the approaches to Chesapeake Bay consists of three parts: a Precautionary Area, an Eastern Approach, and a Southern Approach. The Southern Approach consists of inbound and outbound lanes for vessels drawing 13.5 meters (45 feet) of fresh water or less, separated by a deep-water (DW) route for inbound and outbound vessels with drafts exceeding 13.5 meters (45 feet) in fresh water and for naval aircraft carriers. Each part is defined geographically, using North American Datum 1983 (NAD 83), in §§ 167.201, 167.202, 167.203.

(b) All vessels approaching the Traffic Separation Scheme in the Approaches to Chesapeake Bay should use the appropriate inbound or outbound traffic lane.

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]

§ 167.201 In the approaches to Chesapeake Bay: Precautionary area.

A precautionary area is established bounded by a circle with a two-mile radius, centered on the following geographic position:

Latitude	Longitude
36°56.14' N	75°57.43' W

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]